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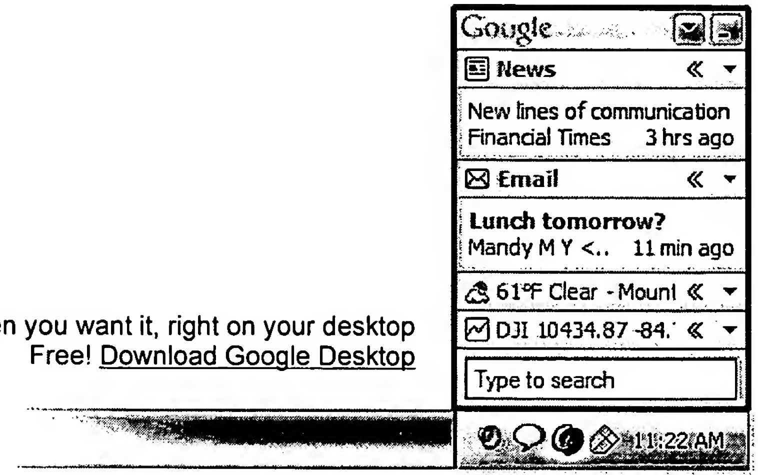

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04/07/05 | **#20050075769** | **Browse Patent Applications:** Prev - Next | Brows
701

Aircraft accessory monitor

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Methods and apparatus are provided for monitoring an aircraft accessory. The
processor associated with said aircraft accessory, a transducer coupled to said
produce parametric data relating to said aircraft accessory and a memory coup
having baseline parametric data residing therein, wherein said baseline parame
parametric data obtained during an acceptance test procedure. The method cor
transducer configured to produce parametric data relating to said aircraft acce:
transducer to a processor associated with said aircraft accessory, coupling said
associated with said aircraft accessory, recording baseline parametric data rela
accessory in said memory during an acceptance test procedure for said aircraft
BELOW TO READ THE REST OF THE PATENT...)

Agent: Honeywell International Inc. - Morristown, NJ, US
Inventors: David M. Eschborn, Paul S. Evans, Casey Hanlon, Calvin C. Potte
Farnsworth, Louie T. Gaines, David M. Mathis
Class: 701029000 (USPTO), G06F007/00 (Intl Class)

Brief Patent Description - Full Patent Description - Patent Application Clain

TECHNICAL FIELD

[0001] The present invention generally relates to aircraft maintenance, and mc real-time monitoring of aircraft engine accessories to predict maintenance and

BACKGROUND

[0002] Substantial costs can be incurred by aircraft owners and operators due ı unavailability, or down-time. Aircraft down-time is sometimes related to aircr: time. The aircraft engine system includes the engine and engine accessories, sı generator. To reduce the likelihood and/or frequency of costs and downtime, p programs have been implemented.

[0003] Preventive maintenance is periodically performed on aircraft engine ac average wear rates, lubricant usage rates, and similar averages. Variable burde components due to loads, weather, and various other factors inevitably mean t wear at differential rates than others. Worn parts can lead to aircraft down-tim

[0004] In addition to maintenance, logistical support for aircraft engines, such distribution of spare parts and lubricants, can also impact downtime. Unavaila lubricants can extend down-time.

[0005] Some mathematical methods for predicting maintenance and logistical the art. However, these methods require data regarding wear and consumption forensically known, either after expensive operational failures or expensive te:

[0006] Some methods of gathering useful data are known, but are conventiona and test facility use. Some real-time data gathering methods are also known, sı oil temperature, and shaft speed. However, systems for real-time data collectic analysis and real-time prediction of maintenance and logistical requirements h

[0007] Accordingly, it is desirable to minimize aircraft accessory downtime. Iı predict preventive maintenance requirements and logistical requirements to m: Furthermore, other desirable features and characteristics of the present inventi from the subsequent detailed description and the appended claims, taken in co: accompanying drawings and the foregoing technical field and background.

BRIEF SUMMARY

[0008] An apparatus is provided for monitoring an aircraft accessory. The app processor associated with said aircraft accessory, a transducer coupled to said produce parametric data relating to said aircraft accessory and a memory coup having baseline parametric data residing therein, wherein said baseline parame parametric data obtained during an acceptance test procedure;

[0009] A method is provided for monitoring an aircraft accessory. The methoc memory coupled to a processor coupled to sensors adapted to gather data relat accessory, baseline parametric data produced by the processor from the data g. sensors during operation of the aircraft accessory while undergoing an accepta comparing, in the processor and during operation of the aircraft accessory in a operational parametric data produced by the coupled processor from the data g more sensors with the baseline parametric data.

BRIEF DESCRIPTION OF THE DRAWINGS

[0010] The present invention will hereinafter be described in conjunction with figures, wherein like numerals denote like elements, and

[0011] FIG. 1 is a diagram of an exemplary apparatus for monitoring an aircra

[0012] FIG. 2A is a partial block diagram of an exemplary method for monitoı

[0013] FIG. 2B is a partial block diagram of the exemplary method of for mor accessory of FIG. 2A;

[0014] FIG. 3 is a process flow diagram for an exemplary characterization mo apparatus for monitoring an aircraft accessory;

[0015] FIG. 4 is a process flow diagram for an exemplary monitoring mode oi for monitoring an aircraft accessory; and

[0016] FIG. 5 is a graph of a parameter versus time for superimposing actual c

[0017] FIG. 6 is a block diagram of an avionics system adapted to monitor a p accessories.

DETAILED DESCRIPTION

[0018] The following detailed description is merely exemplary in nature and i: invention or the application and uses of the invention. Although described as i turbine starter (ATS), the present invention also applies to various other aircra without limitation, starters, auxiliary power units, valves, hydraulic pumps, an Aircraft accessories support the operation of various aircraft systems includin reverser systems. Furthermore, there is no intention to be bound by any expre: presented in the preceding technical field, background, brief summary or the f description.

[0019] Turning now to the description, FIG. 1 depicts a simplified block diagr accessory monitor 230 configured to monitor an exemplary aircraft accessory an air turbine starter 206. The air turbine starter 206 is adapted to receive com compressed air source 202. The compressed air 205 is supplied to the turbine mounted rotationally in the air turbine starter 206. The pressure of the compre: pressure sensor 203, which is coupled to a monitor data interface 232 of the ai 230 by a communications channel 220. One or more parameters associated wi such as, for example, strain forces on selected vanes, rotational speed, or rotat: monitored. In the depicted embodiment, the rotational speed of the turbine var 211, such as, for example, a tachometer, which is coupled to the monitor data communications channel 222. Various other parameters associated with the ai monitored. For example, oil temperature is sensed by sensor 213 and commun interface 232 over communications channel 224. Oil pressure is sensed by sen to the monitor data interface 232 over communications channel 226. In some ϵ detectors may be employed to detect a larger than normal amount of metallic c conductivity sensors may be used to determine oil viscosity. Moreover, as is g of the aircraft engine starter 206 is a shaft 209 exerting a torque on a load 212,

engine (not illustrated). Thus, the shaft rotation may additionally be parameter deflection, vibration, and torsion, to name a few examples. In the depicted eml 210 senses torque and communicates the sensed torque data to the monitor dat communications channel 228. The selected sensors and parameters and the nu: exemplary and are not intended to limit the present invention. The communica 224, 226, and 228 conventionally use wired connections but may be wireless (embodiments. While the aircraft accessory monitor 230 is depicted as discrete memory 234, the processor 236, or any combination thereof may be at least pa aircraft engine accessory 206. In an alternate embodiment, one monitor may 2 aircraft engine accessories having associated sensors.

Continue reading...
Full patent description for Aircraft accessory monitor

Brief Patent Description - Full Patent Description - Patent Application Clair
Click on the above for other options relating to this Aircraft accessory monitoı
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###

Previous Patent Application:
Electric drive control apparatus, method and program therefor
Next Patent Application:
Method and system for providing assistance to vehicles with damaged wheel c
Industry Class:
Data processing: vehicles, navigation, and relative location

###

08/18/05 | **#20050178886 | Browse Patent Applications:** Prev - Next | Brows
244

Thrust vector actuation control syste method

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A thrust vector actuation control system and method is configured to allow sel actuation system and/or its individual system components. The control system continuous monitoring of actuation system status, and allows system gain and to be changed during vehicle operation remote from its launch site. (SCROLL REST OF THE PATENT...)

Agent: Honeywell International Inc. - Morristown, NJ, US
Inventors: Calvin C. Potter, Paul S. Evans, Terry L. Keller
Class: 244052000 (USPTO), B64C015/00 (Intl Class)

Brief Patent Description - Full Patent Description - Patent Application Clain

TECHNICAL FIELD

[0001] The present invention relates to an actuation control system and metho a thrust vector actuation control system and method for waterborne and airbor

BACKGROUND

[0002] The attitude of various types of vehicles, including both waterborne an
controlled using various control surfaces and/or exhaust nozzles or jet vanes. I
vehicles control along the roll axis may be implemented using one or more co
along the pitch and yaw axes of the vehicle may be implemented using the ext
vehicles, control along the roll, pitch, and yaw axes may be implemented usin
case, a thrust vector control system may be included to implement control of tl

[0003] In general, when thrust vector control is implemented in a vehicle, the
or more vehicle engines is controlled to effect an attitude change. More specif
one or more engine exhaust nozzles is preferably controlled to control the dire
engine. To implement this control, the engine exhaust nozzles may be configu
least two degrees of freedom, one associated with the vehicle pitch axis and th
vehicle yaw axis. One or more actuators may be provided to move each nozzle
to thereby supply appropriate pitch, yaw, and/or roll attitude control.

[0004] The vehicle may additionally include a thrust vector actuator control ci
of the nozzle actuators, and thus the engine nozzles. The control circuit may re
commands from an onboard flight computer or a remote station, and in turn su
actuation control signals to the nozzle actuators, to thereby effectuate the com
Presently, most of the thrust vector actuator control circuits installed in vehicle
analog circuit.

[0005] Although the thrust vector actuation control circuits presently used are
and robustly designed, the circuits do suffer certain drawbacks. For example, t
be configured to allow self-testing of the actuation system and/or individual sy
control circuits may not allow real-time, continuous communication of actuati
control circuits may not allow system gains and compensation parameters to b
operation remote from the launch site. Moreover, because the control circuits
analog technology, numerous components may be used, which can impact sys
overall cost.

[0006] Hence, there is a need for a thrust vector actuation system control circu
more of the above-noted drawbacks. Namely, a control circuit that allows self-
actuation system and/or its individual system components, and/or a control cir
time, continuous monitoring of at least actuation system status, and/or a contro
system gain and compensation parameters to be changed during vehicle opera
site, and/or a control circuit with increased reliability, reduced weight, and/or
present control circuits. The present invention addresses one or more of these

SUMMARY

[0007] The present invention provides a thrust reverser actuation control syste
self-testing of the thrust vector actuation system and/or its individual system c
time, continuous monitoring of actuation system status, and allows system gai
parameters to be changed during vehicle operation remote from its launch site
embodiment, and by way of example only, a thrust vector actuation control sy
more engine exhaust nozzles includes a controller and one or more actuators.
receive data representative of actuation control system status, and one or more
commands from a flight computer. The controller is configured to transmit at
system status data to the flight computer and, in response to the nozzle positio

or more nozzle actuator control signals. The actuators are adapted to receive tl signals and are configured, in response thereto, to move one or more engine e› commanded position.

[0008] In another exemplary embodiment, a thrust vector actuation control sy: more engine exhaust nozzles includes a controller and one or more actuators. ' configured to implement a control law, and is adapted to receive data represen law variables and one or more nozzle position commands from a flight compu further configured to modify the implemented control law to include the updal and, in response to the nozzle position commands, to supply one or more nozz The actuators are adapted to receive the nozzle actuator control signals and are thereto, to move one or more engine exhaust nozzles to the commanded positi

[0009] In yet another exemplary embodiment, a propulsion vehicle includes ai a controller, and an actuator. The engine includes a movable exhaust nozzle. T adapted to receive data representative of updated control law variables and atti flight computer is operable to transmit the updated control law variables and, i commands, to supply exhaust nozzle position commands. The controller is coı control law, and is adapted to receive the updated control law variables and th commands. The controller is to modify the implemented control law to includ variables and, in response to the nozzle position commands, to supply one or r control signals. The actuator is coupled to the engine exhaust nozzle, and is ad actuator control signals. The actuator is configured, in response to the nozzle ε move the exhaust nozzle to the commanded position.

[0010] In yet still another exemplary embodiment, a method of operating a thr includes determining whether to operate the thrust vector actuation system in ε mode and a monitor mode. If it is determined that the system should operate iı least writable access is provided to one or more parameters of a control algoril one or more parameters may be updated. The control algorithm is updated to i parameters that were updated.

[0011] Other independent features and advantages of the preferred thrust vect and method will become apparent from the following detailed description, tak accompanying drawings which illustrate, by way of example, the principles ol

BRIEF DESCRIPTION OF THE DRAWINGS

[0012] FIG. 1 is a simplified side elevation view of a rocket that may include ı system of the present invention;

[0013] FIG. 2 is a simplified schematic representation of a thrust vector actuat embodiment of the present invention;

[0014] FIG. 3 is a functional block diagram of an exemplary embodiment of tl system control circuit that may be used in the rocket and system of FIGS. 1 an

[0015] FIG. 4 is a flowchart depicting an exemplary methodology that may be exemplary control circuit of FIG. 3.

DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT

[0016] Before proceeding with a detailed description, it is to be appreciated th
embodiment is not limited to use in conjunction with a particular type of engir
vehicle. Thus, although the present embodiment is, for convenience of explana
described as being implemented in a multi-stage rocket, it will be appreciated
in various other types of vehicles, and in various other systems and environme

[0017] Turning now to the description, and with reference first to FIG. 1, a sin
view of an exemplary multi-stage rocket 100 is shown. The rocket 100 include
divided into multiple stages. In the depicted embodiment, the main body is div
first stage 104, a second stage 106, and a third stage 108. It will be appreciatec
100 could be implemented with more or less than this number of stages. As is
stage 104 is used during take-off of the rocket. After a predetermined amount
more predetermined events, the first stage 104 separates from the main body 1
106 is used to fly the rocket 100. Thereafter, and once again after a predetermi
and/or one or more predetermined events, the second stage 106 separates from
the third stage 108 is then used to fly the rocket 100.

[0018] Each stage 104-108 includes one or more non-illustrated engines, whic
numerous types of engines, but are preferably solid rocket propellant engines.
type of engine that is used, the engine exhausts through a plurality of exhaust ı
preferably spaced equidistantly about a rear wall of each stage 104-108. It will
clarity, only the exhaust nozzles associated with the first stage 104 are illustrai
appreciated that, although four exhaust nozzles 110 are shown, more or less th
110 could be used in any, or all, of the stages 104-108.

[0019] The nozzles 110 in each stage 104-108 are each movably mounted witl
104-108, and are moved to a desired position by one or more actuators (not sh
depicted embodiment, the nozzles 110 are each configured to move with at lea
to thereby provide pitch and yaw attitude control to the rocket 100. Thus, as w
below, each nozzle 110 includes a pitch actuator and a yaw actuator. It will be
the nozzles 110 could be configured to move with only a single degree of free
two degrees of freedom. Thus, the rocket 100 may also include more or less th
nozzle 110. The actuators associated with each nozzle 110 may be any one of
actuators. However, in the depicted embodiment, the actuators are each electro
and are controlled using a blowdown hydraulic actuator control system. A sim
representation of an exemplary embodiment of a thrust vector actuation contrc
using a blowdown hydraulic system is shown in FIG. 2, and will now be briefl

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Full patent description for Thrust vector actuation control system and me

Brief Patent Description - Full Patent Description - Patent Application Clain
Click on the above for other options relating to this Thrust vector actuation co:
patent application.
###

Previous Patent Application:
Method and apparatus for supporting aircraft components, including actuators
Next Patent Application:
Engine mounting structure under an aircraft wing
Industry Class:
Aeronautics

###

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"aircraft accessory monitor" 搜索

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Class-Expanded Abstract (patent pending US10/960,725)

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美国专利申请公开说明书 20050075769（美国专利商标局的全文），2005-04-07

Aircraft accessory monitor

申请号: 677567

Series Code: 10

申请日: 2003-10-01

文摘

Methods and apparatus are provided for monitoring an aircraft accessory. The appara comprises a processor associated with said aircraft accessory, a transducer coupled said processor and operable to produce parametric data relating to said aircraft ac and a memory coupled to said processor having baseline parametric data residing the wherein said baseline parametric data comprises the parametric data obtained during acceptance test procedure. The method comprises installing a transducer configured produce parametric data relating to said aircraft accessory, coupling said transduc processor associated with said aircraft accessory, coupling said processor to a mem associated with said aircraft accessory, recording baseline parametric data relatin said aircraft accessory in said memory during an acceptance test procedure for said aircraft accessory.

美国专利和商标局分类

Class 701	DATA PROCESSING: VEHICLES, NAVIGATION, AND RELATIVE LOCATION		
	1	VEHICLE CONTROL, GUIDANCE, OPERATION, OR INDICATION	
		29	Vehicle diagnosis or maintenance indication

IPC分类 IPCs in English

SECTION G	物理

G 06 计算；推算；计数

G 06 F 电数字数据处理

7/00 根据所要处理的数据的位数或内容进行运算的数据的方法或装置

专利权人	发明（设计）人	代理人
	Eschborn; David M. Evans; Paul S. Hanlon; Casey Potter; Calvin C. Lane; Glenn H. Farnsworth; Gary A. Gaines; Louie T. Mathis; David M.	HONEYWELL INTERNATIONAL INC. (US)

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S2	0	(AIRCRAFT (S) ACCESSORY (S) MONITOR) AND INTERFAC?
S3	0	(AIRCRAFT (S) ACCESSORY (S) MONITOR)
S4	0	(AIRCRAFT (S) MONITOR) AND ACCESSORY AND INTERFAC?
S5	0	(AIRCRAFT (S) MONITOR) AND ACCESSORY
S6	92	(AIRCRAFT (S) MONITOR) AND INTERFAC?
S7	5	S6 AND AIRPLANE
S8	4	RD (unique items)

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8/3,KWIC/1 (Item 1 from file: 6)
DIALOG(R)File 6:NTIS

1914412 NTIS Accession Number: N95-34787/8
Beware of Agents when Flying Aircraft: Basic Principles Behind a Generic Methodology for the Evaluation and Certification of Advanced Aviation Systems
Javaux, D. ; Masson, M. ; Dekeyser, V.
Liege Univ. (Belgium).
Corp. Source Codes: 005918000; LP081035
Sponsor: National Aeronautics and Space Administration, Washington, DC.
1994 25p
Languages: English
Journal Announcement: GRAI9601; STAR3312
In Embry-Riddle Aeronautical Univ., Daytona Beach,Fl, Human Factors Certification of Advanced Aviation Technologies p 321-345.
NTIS Prices: (Order as N95-34764, PC A17/MF A04)

... nature of the pilot's role on the flight deck. Pilots have become supervisors who monitor aircraft systems in usual situations and intervene only when unanticipated events occur. Instead of 'hand flying' the airplane , pilots contribute to the control of aircraft by acting as mediators, instructions given to the automation. By eliminating the need for manually...
... the pilots; (3) the bad quality of feed-back from the control systems displays and interfaces to the pilots; and (4) the fact that the automation currently has no explicit representation...

...certification has among its major goals to guarantee the passengers' and pilots' safety and the airplane integrity under normal and abnormal operational conditions, the authors suggest it would be particularly fruitful...

8/3,KWIC/2 (Item 1 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

06116676 E.I. No: EIP02357063038
Title: A novel power quality monitor for commercial airplanes
Author: Burns, Daniel J.; Cluff, Kevin D.; Karimi, Kamiar; Hrehov, Daniel W.
Conference Title: 19th IEEE Intrumentation and Measurement Technology Conference
Conference Location: Anchorage, AK, United States Conference Date: 20020521-20020523
E.I. Conference No.: 59420
Source: Conference Record - IEEE Instrumentation and Measurement Technology Conference v 2 2002. p 1649-1653 (IEEE cat n 00ch37276)
Publication Year: 2002
CODEN: CRIIE7
Language: English

...Abstract: is to better understand the power quality of the electrical systems at all electrical systems interfaces , which allows suppliers of electrical equipment such as avionics produce more robust, higher reliability, and lower cost equipment. This also aids in the definition of future airplane design requirements. This paper describes the development of the Aircraft Environment Monitor - Power Quality

(AEM-PQ), including its monitoring algorithm, hardware and sensing scheme. Additionally, results from...
Identifiers: Power quality monitor; Commercial airplanes; Line replaceable unit; Aircraft environment monitor

8/3,KWIC/3 (Item 2 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

03640096 E.I. No: EIP91110357370
Title: Designed Experiments and Statistical Process Control for automatic fastener installations
Author: Rose, Donald E.
Corporate Source: Boeing Commercial Airplane Group, Wichita, KS, USA
Source: SAE (Society of Automotive Engineers) Transactions v 99 n Sect 1 1990. p 2321-2359
Publication Year: 1990
CODEN: SAETA5 ISSN: 0096-736X
Language: English

...Abstract: protrusion. This has mainly come about from the increasing requests by our customers for unpainted aircraft over the past few years. Unpainted skins require the highest skin quality parameters. Boeing Commercial Airplane Group in Wichita set out to make the application of Designed Experiments to discover the...

...of CE rivets. Once this was completed, a Statistical Process Control method was developed to monitor and control the critical factors affecting rivet protrusion. This paper presents the development of the Designed Experiment and the Statistical Process Control (SPC) method that includes the interface with rivet vendors. This study centers strongly on the blending of operator experience with the...

8/3,KWIC/4 (Item 1 from file: 95)
DIALOG(R)File 95:TEME-Technology & Management

01053768 I96129901223
Virtually conquering fear of flying
(Die virtuelle Eroberungsangst beim Fliegen)
Hodges, LF; Watson, BA; Kessler, GD; Rothbaum, BO; Opdyke, D
Georgia Tech. Res. Inst., Georgia Inst. of Technol., Atlanta, GA, USA
IEEE Computer Graphics and Applications, v16, n6, pp42-49, 1996
Document type: journal article Language: English
Record type: Abstract
ISSN: 0272-1716

ABSTRACT:
...of heights). To extend VR exposure to fear of flying, the authors designed a virtual airplane that the participant experiences by wearing a head-mounted display with stereo earphones. The participant receives both visual and auditory cues of actually being on an aircraft . The therapist can see and hear what the patient is experiencing on a TV monitor . There are several potential advantages in using virtual reality exposure as compared to in vivo...
DESCRIPTORS: AEROPLANES; AIRBORNE ELECTRONICS; HUMAN BEHAVIOUR; VIRTUAL MACHINES; APPROXIMATION METHOD; USER INTERFACES ; CONVERSATIONAL SYSTEMS; COMMAND SYSTEMS; TELECOMMUNICATION; VIRTUAL REALITY

...IDENTIFIERS: FLYING; EXPOSURE THERAPY; VIRTUAL REALITY EXPOSURE; VIRTUAL ENVIRONMENT; FEARED STIMULUS; ACROPHOBIA; HEAD MOUNTED DISPLAY; VIRTUAL AIRPLANE ; STEREO EARPHONES; AUDITORY CUES; VISUAL CUES; THERAPIST; TV MONITOR; Flugzeugtechnik; virtuelle Maschine; menschliches Verhalten
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